

B. F. TAYLOR,
Steamer.

Lighters and Steam Launches
Supplied.

ILIOLO, PHILIPPINE ISLANDS.

The Hongkong Telegraph

報新 ESTABLISHED 1881. 電港

THE UNITED ASBESTOS
ORIENTAL AGENCY.

Sole Agents for the
UNITED ASBESTOS CO.
LIMITED, LONDON.
DODWELL & CO., LIMITED.
General Managers.

NEW SERIES No. 4025. 日六月七八年十二號光

FRIDAY, AUGUST 29, 1902.

五卅

號九十月八英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 8,710,000

Head Office—YOKOHAMA.

Branches and Agencies,
TOKIO. KOBE.
NAGASAKI. LONDON.
LYON. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARS' BANK, LTD.
THE UNION BANK OF LONDON, LTD.

HONGKONG BRANCH.—INTEREST ALLOWED.

On Current Account at the rate of a per cent.

per annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" " 4 "

" " 3 "

TARO HODSUMI,
Manager.

Hongkong, 27th March, 1902. [10]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
Sterling Reserve \$10,000,000
Silver Reserve \$4,750,000
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:
Hon. R. SHEWAN, Chairman.
A. HAUFF, Esq., Deputy Chairman.
Hon. C. W. Dickson. H. Schubart, Esq.
E. Goetz, Esq. N. A. Siebs, Esq.
G. H. Meadhurst, Esq. H. W. Slade, Esq.
D. M. Moses, Esq. H. E. Tomkins, Esq.
A. J. Raymband, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of a per cent.
per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 16th August, 1902. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposit is allowed at 3½ PER

CENT per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital \$1,000,000

Paid up Capital \$1,324,374

HEAD OFFICE—HONGKONG.

Board of Directors:
Chan Kit Shan, Esq. C. Ewens, Esq.
Chow Tung Shang, Esq. Julius Focke, Esq.
Chief Manager,

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%

Hongkong, 3rd May, 1902. [15]

THE
DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hankow

Tientsin Tsingtao (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION BANK OF LONDON LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTY GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

leaned on application. Every description of

Banking and Exchange business transacted.

H. SCHOTTLAENDER,

Manager.

Hongkong, 15th April, 1902. [16]

**HONGKONG
HOTEL.**

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON, &c.	Chusan*	C. L. Daniel	Noon, 29th August.	Freight or Passage.
SHANGHAI	Bengal	A. L. Valentini	Noon, 30th August.	Freight or Passage.
SINGAPORE &	Malacca†	G. Philips, R.N.R.	About 3rd Sept.	Freight only.
M'SILLEES and	Banca	E. P. Martin, R.N.R.	Noon, 5th Sept.	Freight only.
LONDON	Glenelg		About 6th Sept.	Freight only.

(See Special Advertisement).

† Via SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).

† (Calling at PENANG and COLOMBO if sufficient inducement offers).

For further Particulars, apply to

E. A. HEWETT, Superintendent.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKALINIE

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUZU, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIQUE PORTS
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers
and Luggage.

N.B. Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
KONIG ALBERT	THURSDAY, 4th September.
PRINZESS IRENE	THURSDAY, 18th September.
PRINZ REGENT LUFTPOUD	WEDNESDAY, 1st October.
PREUSSEN	WEDNESDAY, 15th October.
HAMBURG	WEDNESDAY, 29th October.
SACHSEN	WEDNESDAY, 12th November.
GERA	WEDNESDAY, 26th November.
KIAUTSCHOU	WEDNESDAY, 10th December.
BAUERN	WEDNESDAY, 21st December.
KONIG ALBERT	WEDNESDAY, 21st January, 1903.
PRINZESS IRENE	WEDNESDAY, 21st January, 1903.
DARMSTADT	WEDNESDAY, 4th February, 1903.
PREUSSEN	WEDNESDAY, 18th February, 1903.
HAMBURG	WEDNESDAY, 4th March, 1903.

* Steamers of the Hamburg-Amerika Linie.

ON THURSDAY, the 4th day of September, 1902, at NOON, the Steamship "KONIG ALBERT" of the NORDDEUTSCHER LLOYD, Captain C. Polack, with MAILED, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on TUESDAY, the 2nd September, and Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 3rd September, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 3rd September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50.

The Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 20th August, 1902. [17]

Intimations.

LANE, CRAWFORD & CO.

HAVE JUST RECEIVED A CONSIGNMENT OF

American Refrigerators.

THE "NIAGARA," THE "ERIE"

DRY AIR REFRIGERATORS.

ICE CHESTS. ICE SHAVES. ICE PICKS.

THE CELEBRATED

"GEM" ICE CREAM FREEZERS.

THIN TROPICAL BLANKETS,

AND OTHER SEASONABLE GOODS.

LANE, CRAWFORD & Co.

Hongkong, 16th June, 1902. [18]

COIR ROPES AND HAWSERS

of best quality, in all sizes, always in Stock at moderate prices.

Apply to

DODWELL & Co., LIMITED.

Hongkong, 5th March, 1902. [19]

Johnson's Digestive Tablets.

THE GREAT REMEDY FOR
Indigestion, Dyspepsia, Flatulency and
Acidity of the Stomach.

VICTORIA DISPENSARY,

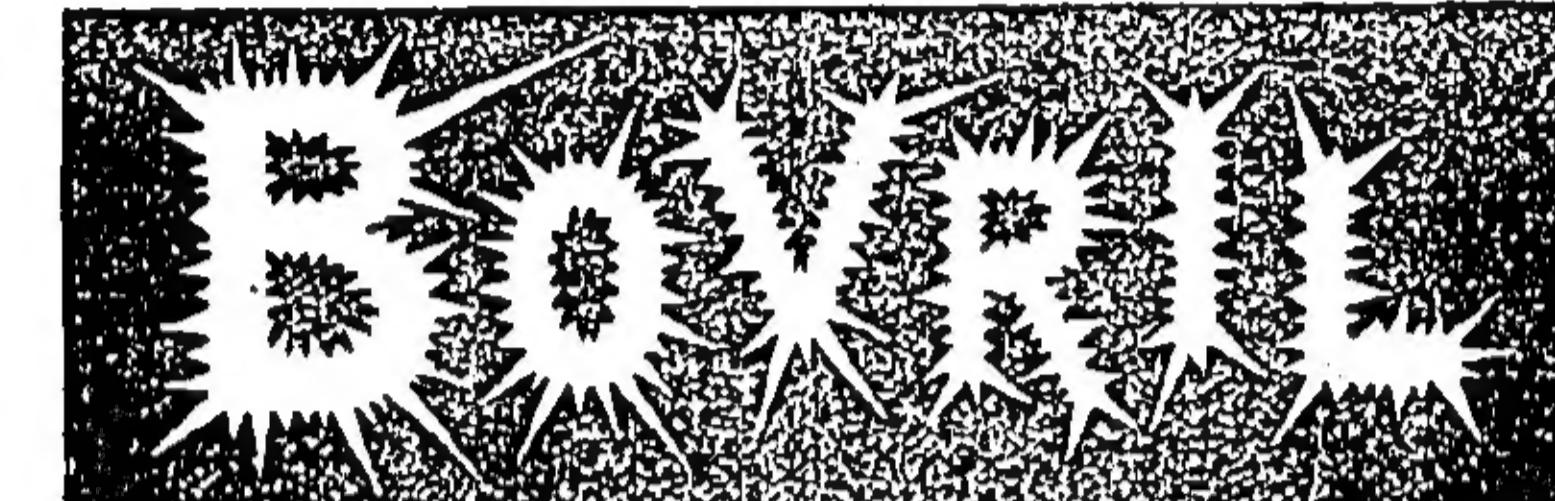
Late Dakin, Cruikshank & Co., Ltd.

Intimations.

BOVRIL AT THE FRONT.

Bovril has played such a conspicuous part in South Africa that it forms no inconsiderable feature of the story. The "Lancet" has had frequent references to Bovril in the reports of the officers of the Royal Army Medical Corps. Nearly every newspaper correspondent has had to refer to Bovril to make his story complete. Rudyard Kipling and Baden-Powell have written their Bovril stories. Over 500 British hospitals and similar public institutions use and prescribe Bovril, not tea, but Bovril.

The reason is not far to seek. Bovril is a nourisher as well as a stimulant. It contains the albumin and fibrine, the sustaining properties of the beer. It is this fact, together with its absolute purity, that commends Bovril to physicians and scientists, and proves in practice what it demonstrates in analysis.



UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED AS

Hotels.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1902.

[17]

**KOWLOON HOTEL,
KOWLOON.**J. H. DOWNS,
Manager.J. W. OSBORNE,
Proprietor.**THE CONNAUGHT HOUSE,
QUEEN'S ROAD.**

The most comfortable family Hotel in Hongkong.

EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED,
CIVILITY AND ATTENTION.TERMS MODERATE.
Hongkong, 24th May, 1902.

Apply to

F. A. SILVA, Manager.
[1339c]**"BOA VISTA,"
(HOTEL SANITARIUM OF SOUTH CHINA)
MACAO.**THE most select Hotel in the Far-East, beautifully situated, over-looking the sea, and
affords comfortable accommodation for travellers.

The strictest supervision as to food and cleanliness is exercised by a European Manager.

57d] Telegraphic Address: "BOA VISTA."

[103d]

Intimations.

W. BREWER & Co.

The International Library of Famous Literature, "selections from the Worlds Great Writers Ancient Mediæval and Modern with Biographical and Explanatory Notes and Critical Essays by many Eminent Writers edited by Dr. Richard Garnett, C.B. with nearly 500 full page Illustrations and coloured plates, in Volumes bound Morocco; \$100. The French in Tonkin and South China, by Alfred Cunningham; Illustrations. £3.00 Coronation Number Illustrated London News 4.20 Hongkong, 22nd August, 1902.

[34d]

INCANDESCENT GAS LIGHT.

The intention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER von WELSBACK CO., VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co., CONNAUGHT HOUSE.

954c]

Telegraphic Address: MARINWORK, HONGKONG.

E. C. WILKS & Co.,
MARINE ENGINEERS, SHIP CONTRACTORS
AND SURVEYORS.

Collisions and Damages Surveyed for Insurance Companies, Ships' Designs and Specifications Prepared.

Office: 8, Queen's Road Central.

Hongkong, 8th November, 1901. [1214c]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHEA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesalers

by THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai.

12th October, 1898. [21]

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS, AND GENERAL EXPORTERS.

No. 35, Queen's Road Central,

Next Door Messrs. LANE, CRAWFORD & Co.

Hongkong, 20th November, 1901. [1256c]

Auction.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Executors of the Estate of J. KENNEDY (deceased), to Sell by PUBLIC AUCTION, on MONDAY, the 1st September, 1902, at 2.30 P.M., at his late Residence, Lower Tramway Terminus.

SUNDRY HOUSEHOLD FURNITURE, comprising:— DOUBLE IRON BEDSTEADS with MATRESSES, MARBLE TOP WASH-STANDS, and DRESSING TABLES with GLASS, TEAKWOOD DINNER WAGGON, & SIDEBOARD, TABLES, WARDROBES, &c., &c., &c.

ALSO: A quantity of CARRIAGES, OLD IRON, &c. ONE RICKSHA and ONE LADY'S BICYCLE. TERMS:—As Usual. Catalogues will be issued.

HUGHES & HOUGH, Auctioneers.

Hongkong, 28th August, 1902. [103d]

Intimations.

CAMPBELL, MOORE & COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 29, Queen's Road Central, at 4 P.M. on TUESDAY, the 9th September, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to the 31st December, 1901.

THE TRANSFER BOOKS of the Company will be CLOSED from the 26th instant to the 9th September, both Days inclusive.

By Order of the Board of Directors,

M. A. A. SOUZA, Secretary.

Hongkong, 22nd August, 1902. [879d]

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE TO SHAREHOLDERS.

A INTERIM DIVIDEND at the Rate of 4 per cent. (Two Dollars per Share), for the Six Months ending 30th June, 1902, will be PAID to those Persons who are Registered as Shareholders in the above Company on the 30th August, 1902.

THE TRANSFER BOOKS of the Company will be CLOSED from the 27th to the 30th instant, both Days inclusive.

EDWARD OSBORNE, Secretary.

Hongkong, 21st August, 1902. [877d]

CHEESE! CHEESE! CHEESE!

JUST LANDED by s.s. "PRINZESS IRENE."

EMMENTHAL, SWISS, LIMBURG, KROUTON, BRIE, ROQUEFORT, NEUFCHATEL and CAMEMBERT; ALSO:

FINEST GERMAN SAUSAGES of Various Kinds, Best Assorted GERMAN PICKLES, First-class Assorted Fish "ABERDEEN."

H. RUTTON JEE, Telephone No. 190, Nos. 39 and 40, Elgin Road, Kowloon. Hongkong, 27th August, 1902. [879d]

WANTED.

YOUNG ENGLISHMAN desires to take Lessons in Shorthand.

Apply to

"X," C/o The Hongkong Telegraph, Hongkong, 14th August, 1902.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.

\$3.50 per Bag of 250 lbs.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 15th March, 1902. [10]

HONGKONG SUBSCRIPTION LIBRARY.

18, Bank Buildings, Wyndham Street.

FOUNDED in 1891, by DR. CANTLIE, and conducted for several years by H.E. POLLOCK, ESQ., K.C.

TRUSTEES: HON. J. H. STEWART LOCKHART, C.M.G., G. B. DODWELL, ESQ., R. SHEWAN, ESQ.

SUBSCRIPTIONS:—Payable in Advance.

\$7.50 Per Half Year.

\$1.40 Per Month.

The Library contains, in addition to Fiction, a number of Standard Works on Biography, History, Travels, &c., and Works of Reference; and it is hoped to maintain it up to date.

Intending Subscribers are requested to apply to

CAPTAIN SPENCER, Hon. Secretary and Treasurer, Ordnance Office.

Hongkong, 28th December, 1901. [1413c]

DROZ & CO., WATCH MANUFACTURERS, STEAM FACTORY ESTABLISHED 1864. ST. IMIER, SWITZERLAND.

SPECIALITIES: LEVER WATCH & CHRONOGRAPHS TRADE MARKS: MAXIM, BERNA, &c.

REPAIRS OF WATCHES and CLOCKS by competent European experts at Moderate Rates.

No. 10, QUEEN'S ROAD CENTRAL, Hongkong, 15th May, 1902. [1526c]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SAFETY. SPEED. PUNCTUALITY.

THE EAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 10 Knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. TARTAR Comdr. E. Beetham, R.N.R., WEDNESDAY, 10th Sept.

"EMPERSS OF JAPAN," Comdr. H. Pybus, R.N.R., WEDNESDAY, 24th Sept.

"ATHENIAN," Comdr. H. Mowatt, WEDNESDAY, 8th Oct.

"EMPERSS OF CHINA," Comdr. R. Archibald, R.N.R., WEDNESDAY, 22nd Oct.

"EMPERSS OF INDIA," Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 19th Nov.

THE magnificient Twin-screw Steamships of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class, only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the world, the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisines are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street, Hongkong, 26th August, 1902.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO.; OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"NIPPON MARU" SATURDAY, 30th August, at Noon.

"PEEU" TUESDAY, 9th September, at Noon.

"COPITO" TUESDAY, 16th September, at Noon.

"AMERICA MARU" WEDNESDAY, 24th Sept., at Noon.

"CITY OF PEKING" WEDNESDAY, 1st October, at Noon.

"GAELIO" FRIDAY, 10th October, at Noon.

THE T. K. K. Company's Steamer "NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 30th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first class only) are granted to European Points, and to Missions, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passages.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Island Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central

CLAN FIGHTS A FACTOR IN TRADE.

The basis of all Chinese society is the family, remarks a Portland (Or.) journal. "A man, like a certain locality, settles there, buys a wife, builds a house and brings up his family. As soon as a son is old enough to marry, he buys a wife and the newly married couple live in a room built on the parent's house. Soon this house becomes too crowded to admit of any more additions, and the houses spring up around it. Thus, in time, a village is formed. The members of one family may not all stay in the same locality, but move some place near by and establish another village. In this way, in the course of generations, a cluster of villages is formed, the members of which are all descendants of one man and bear the same family name. To these may be allied other villages, the descendants of another man, who are brought to associate with the others for protection, for commercial reasons or who simply enter into an alliance, offensive and defensive, marrying and intermarrying. In this way is formed the clan."

These clans are controlled by elders or headmen, who, either by selection or by pre-eminent ability, have attained the control of affairs. These men

WIELD ENORMOUS POWER,

for they control the public moneys of the clan, hire lawyers, conduct lawsuits, decide as to peace and war with their neighbors, and in petty cases punish offenders without bringing the case before the magistrate, their judicial superior. In many cases, the public moneys of the clan are of considerable amount, coming as they do from the rental of the tribal lands for cultivation. In case a man's lineal descendants die out, his property reverts to the clan, and in the course of hundreds of years this property becomes of considerable extent. As an example of the amount of money controlled by these elders, the Ur clan in Jao Peng recently fought for six months, and the only assessment was 13 cents each man, the rest of the expense being paid from the tribal fund. The money raised from the clan property is expended principally for the purchase of arms and ammunition and for hiring soldiers in case of war. These soldiers are men of but little property, who adopt fighting as a profession, hiring themselves out to any clan for a small stipend and their food, after having made an agreement that in case they are killed their families shall receive a sum of money—about \$100—and that they shall be sent home for burial. These clan fights are

THE CURSE OF THE NATION.

They start from the most trivial causes, of which the following are a few of many: Two men met in a village, and, after they had saluted each other, one took exception to the other being a native of a certain village. From this started a fight, involving hundreds of men, in Jao Peng, the Ur-Chang fight was brought about by two men of the Chang clan, who had been out to catch frogs, passed naked, at night, through the village of one of the branches of the Ur clan. This brought on a fight, where one clan numbered about 20,000 and the other clan about 16,000. Another fight in which the amount of damage done was over \$10,000, started in a row over 2 cash (0.002 cent) in a gambling house.

Many years ago these fights became of such alarming proportions that Admiral Fang was sent to one very troublesome region, with soldiers to end them. Being a man of great ability, he made forced marches by night, appeared when the people least expected him,

BURNED VILLAGES AND TORTURED MEN, to death without number. In a short time he had put a stop to the fighting. As long as he lived and for several years after his death, the people kept the peace, such was the terror of his name. Of late, however, these fights have been increasing to such an extent, and have so interfered with business, that the foreign merchants and the members of the shipping firms in Swatow have sent a memorial to the dozen of the consular corps in Swatow that he requests the viceroy to put an end to the fighting. In many cases the local magistrates are helpless or hampered with other duties. For example, with fights raging in all parts of the prefecture, the military examinations, at which the presence of the district magistrate is compulsory, are now being held and have been for three months.

The usual

METHODS OF STOPPING THESE FIGHTS is for the magistrate to send out two or three constables to inquire into the matter and report on the state of affairs. Then, if the fighting be serious, a few tens of soldiers are sent there, who in no way interfere with the fighters, but quarter themselves in the village until tired of their presence, the fighters stop. A board of arbitration is then appointed by the magistrate, which estimates the number of men killed on each side and the amount of property destroyed. Both sides then pay a certain amount in proportion to the damage done. Sometimes the magistrate comes in person; but even his presence does not have the desired effect.

In 1891, at Chai Yang, in the Kuk-Ka country, a district magistrate, proceeding to settle one of these fights, was set upon by the fighters, his escort scattered and his chair destroyed, he himself barely escaping with his life. The tactical soldiers, who scattered the fighters, many of them going abroad. Eight of the headmen of the village were put to death, five by crucifixion and three by torture.

In connection with these clan fights comes up the question of

SMUGGLING OF ARMS.

The majority of the weapons used by the fighters are the two-men muzzle-loaders; one man acting as a rest and the other firing the piece, the damage in lives lost being comparatively small. Recently, however, many arms have been smuggled from Hongkong. The

A SK for ASAHI JAPANESE BEER.—
G. Ginst.

majority are taken up the river in small junks, whose size enables them the more easily to escape detection and are then sold to the elders of the villages and clans for from \$4 to \$20 apiece. The elders in turn sell them to the clan for from \$4 to \$6 advance. The introduction of these weapons has increased the death rate in the clan fights to an alarming extent, the death rate in one such having been increased to an average of eight a day and in another to ten and twelve a day.

These clan fights are a serious detriment to the commercial relations, nor can there be said to be any social condition which will improve them.

BISHOP HOARE ON MISSION WORK.

At a meeting of the Ladies' Church Missionary Union recently held at Northrepps, the principal speaker was Bishop Hoare of Hongkong. In the course of his remarks, he said he felt that as a nation and as an empire, God had been speaking to us very much recently, and the most recent manifestation, the illness of their Sovereign, was by no chance or accident, but was for a purpose, that of calling upon us to pause, to wait a moment, and ask ourselves why this empire was given to us. And, if that was so in national concerns, might they not, as members of the Church of England, ask themselves how far they were really fulfilling the duty and the purpose of God in the world at large? Never before had the Church so open a door, so many opportunities, as at the present moment. Take China, for instance. There people were passing into the missions and seeking to be allowed to join churches scattered throughout the country. So far as he understood the movement, it was not expressly towards Christianity or the movements of people in anxiety about their souls, but he thought it was a desire for western science, knowledge, and mechanics. And whatever the motives, be they political, commercial, or simply personal interest, the fact existed that all over China they heard the same story, that the people were asking to be allowed to join the missions, necessarily, therefore, coming under Christian influence never known before. For the past three years

THE CHURCH IN HONGKONG had been self-supporting, and now was not only responsible for the whole of the pastoral work, but contributed money towards carrying on evangelistic work among the heathen. When speaking of the number of converts he had been asked what kind of Christians they made. Well, from his twenty-five years' experience of China he could say they compared very favourably with those in England. Since the massacres of 1890 there had been a great increase in the number of native converts, and there was abundant evidence of the steadfastness of the Christian life among the people.

In conclusion, Bishop Hoare made an earnest appeal for more helpers, especially male, to aid in the work of the training college at Hongkong.

THE "ORLANDO'S" MODEL CANTEEN.

A SUCCESSFUL UNDERTAKING.

The Orlando seems to have run a model canteen on her recent commission. On the authority of a member of the ship's company the result shows the very large sums which the British seaman is prepared to spend on himself, and also the many advantages which a well-run canteen can confer on a ship. Had there not been a successful canteen all the many instances of useful expenditure would either have had to be covered by separate subscriptions or they would have been omitted altogether. The interest taken in the canteen by the vice-president and the manager resulted in the goods being sold to the men at cheaper prices than they could be obtained at from the Chinaman in his bumboats alongside, with the result that the ship's company always used the canteen instead of going outside. The expenditure of nearly £16,000 in three years and a quarter for a ship's company of 460 is at the rate of about 10 guineas per head per annum, and this, notwithstanding that prices were continually being cut down so as to prevent anything but the barest profit being made.

Optimal Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

G. DE CHAMPEAUX,

Agent,
Hongkong, 26th August, 1902. [894c]

Consignees.

BOSTON STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.

STEAMSHIP "HYADES,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE MOJI AND
SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 25th August, 1902. [3]

Intimations.

THE CHINA & JAPAN TELEPHONE
AND ELECTRIC COMPANY,
LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.
THE Company's Steamship,

"INDRANI"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 2nd September, at 2 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which on claim will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 26th August, 1902. [894d]

STEAMSHIP "LAOS."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex s.s. Bagdad, and Bordeaux, ex s.s. Ville de Lorient and P. Leroy Lullier, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the J. Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, the 26th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 2nd September, at NOON, will be subject to rent and landing charges.

All claims must be sent in on or before the 2nd September, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 2nd September, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent,

Hongkong, 26th August, 1902. [894c]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLEBOROUGH, ANTWERP,
LONDON, PORT SAID, COLOMBO
AND SINGAPORE.

THE Company's Steamship

"KAMAKURA MARU,"

having arrived from the above Ports, consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

No Fire Insurance will be cleared by the 2nd September.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 5th September, or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 27th August, 1902. [good]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"ARRATON APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at consignees' risk and expense.

Cargo remaining on board after the 20th instant, at 3 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASOON & Co., LIMITED,

Agents.

Hongkong, 28th August, 1902. [190d]

To be Let.

TO LET.

HOUSES in CLIFTON GARDENS, CON-
DUIT ROAD, GODOWNS at BLUE BUILDINGS,

HOUSES at CAUSEWAY BAY, facing the

Polo Ground.

No. 11, MACDONNELL ROAD.

"THE RETREAT"—Mt. KELLETT.

GODOWNS at BOWINGTON, (PRAVA EAST).

Apply to

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 16th August, 1902. [190d]

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 16th August, 1902. [190d]

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

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THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 16th August, 1902. [190d]

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Hongkong, 16th August, 1902. [190d]

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

Intimations:



A. S. WATSON
AND CO., LTD

ESTABLISHED 1850

WINE AND SPIRIT MERCHANTS

WATSON'S
CELEBRATED

E

RELIABLE

VERY

OLD LIQUEUR

SCOTCH

WHISKY

The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 29, 1902.

NOTES AND COMMENTS.

The Fashionable Disease.

Good morning. Have you had dengue? It would appear to be the most appropriate greeting that one could fix upon at this season of the year, and especially in Hongkong. To be out of the fashion is not to have had fever, while to be a martyr to the custom is to be thoroughly versed in the ways of means of the tantalising disease. Almost everyone with a practical acquaintance of the fever is able to sympathise most sincerely with a comrade in distress, and those whose houses have not yet received a visit from the "crackers" may well envy a friend and wait patiently until his joints commence aaching and his head to whirl around. It was in November last that the disease first attracted attention, and so quickly was it spreading that the matter was brought forward at a meeting of the Hongkong Sanitary Board. The President (Dr. J. M. ATKINSON) then mentioned for the information of the public at large the prevalence of the disease which had hitherto been more or less unknown in Hongkong, and pointed out that it was very infectious at the same time advising that when a case occurred in a household it was necessary, if possible, for the patient to be isolated. This will be news to many, and may account for the, hitherto, very rapid spread of the disease. Dr. ATKINSON also suggested that in the case of any member of a household becoming infected a medical attendant should be called in as early as possible. It is almost useless to make any reference to the symptoms as everyone should by this time be well versed in the subject, but for the information of the few who have yet to suffer it may be news to learn that the disease commences very much in the same way as ordinary malaria—with fever and flushing and marked redness of the face and neck. When such a state of affairs exists it is just as well to nip into bed with a determination to remain there for a couple of days when the fever subsides and the pains in the joints and body diminish. Subsequently there is a slight return of the fever with a well marked papular eruption, and at this stage of the disease one feels what a fine thing it is to live in the East. It is generally admitted by the medical profession that dengue is not dangerous, the mortality being about 10 per cent., but for infection and general inconvenience it would indeed be hard to beat. Considerable diversity of opinion exists regarding the question of a second attack, but it may be taken for granted that when once persons have suffered from the disease they will practically be immune from it for about thirty years. It was about that period ago when the Colony had a similar visitation, and as about 70 per cent. of Hongkongites have already experienced it one may look forward to seeing a cessation of the epidemic as soon as the fortunate, or unfortunate, few have had a turn. Then we may expect to be clear of it for thirty years. At least this is the opinion of a medical gentleman, and if he does not know, who should?

LOCAL AND GENERAL.

DUMPED.—Seven bodies have been dumped during the past twenty-four hours.

THE FRENCH MAIL of the 29th July was delivered in London on the 28th inst.

LARCENY.—The Chinese boy who stole a silver cup from Mr. James, of Kowloon, was sentenced to one month and will receive no strokes.

ELLIS KADOOORI CHINESE SCHOOLS SOCIETY.—We have been favoured with the first annual report of this society, and hope to deal with it in our next issue.

HONGKONG RIFLE ASSOCIATION.—The competition to-morrow will be for the Long Range cup and spoon, commencing at 2.30 p.m. Practice for the Interport match will commence on Saturday, September 6th.

STEAM PACKING, GASKETS and FIRE-PROOFING MATERIALS.

MODERATE COST.
EFFICIENT.
DURABLE.

Estimates and Samples furnished on application.

Hongkong, 30th July, 1902.

[728d]

COTTAM & CO., FOR SUN HATS.

[728d]

NOTICE.

All communications intended for publication in THE HONGKONG TELEGRAPH should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to the Manager.

The Editor will not undertake to be responsible for, nor rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES FOR ADVANCED

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WEEKLY.—\$12 per annum.

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Single copies, threepence. Weekly, twenty-five cents.

BIRRIES.

At Hankow, on the 10th of August the wife of THOMAS A. LEE, of a son.

At 13, Chancery Road, Singapore, on the 21st of the month of W. H. HEDDERIDGE, of a son.

MARRIAGES.

On July 30th, at Enfield, Hitchington, Essex, R. A. of St. George's, of a son.

On 8th August, at St. George's Church, Penang, by the Revd. F. W. Hayes, M.A., Colonial Chaplain, EDWARD ROBERT SALTER DURR, of Capis Estate, Perak, to ALICE EMMA, youngest daughter Albert M. Durr, of Atherton, Lancashire, London.

DEATHS.

At Eastbourne, EMILY SUSAN PATERSON, widow of the late William Paterson, of Beachmore, Sydenham Hill, and of Singapore.

July 26th, at Edinburgh, T. SCARPAVILLE, aged 36, late of Manila.

SIR JAMES MACKAY.—It will be noted that Sir James, Lady, and Miss Mackay have taken their passage by the *Empress of India*, leaving Shanghai for Vancouver to-morrow.

SANDAKAN'S CORONATION COMMEMORATION.—Sandakan is to build a band-stand in commemoration of the Coronation of King Edward, with an avenue of trees to which "lovers may some day go to plight their troth of a moon-light night."

THE UNIVERSITY OF VALE has decided to start a mission in some unoccupied part of China. The workers will all be graduates of the University. The first contingent, which is to sail in the autumn, will be under the leadership of the Rev. Harlan P. Beach.

THE JELEBU MINING AND TRADING CO., LTD, held an extraordinary meeting on the 23rd inst. to bring up a resolution authorising the directors to carry into effect an agreement granting an option to purchase the whole concern.

The resolution was carried.

DISCHARGED.—The master of the steamer *Triumph* was charged with neglecting to go into quarantine ground while on a voyage from Takao, which has been declared an infected port. He said he got a clearance from the I. M. Customs all right. He did not go to the English Consul to find out if that port was infected or not. It was there for two hours only, it was a long way to go to the Consulate. Mr. Lovelace discharged him with a caution.

SIPIDO, THE WOULD BE ASSASSIN of the King, who was recently incorrectly stated to have been liberated, has still three years to serve in the Ecole de Boulangerie at Ghent. We learn from a Ghent paper that Sipido's family have six times written to King Edward asking for "mercy" without receiving any response. The application is obviously addressed to the Foreign Office. It is King Leopold who can, if he pleases him, extend mercy to the young anarchist. Meaning, Sipido is at work in Ghent, and is likely to remain there.

SANITARY INSPECTOR.—We are informed that Inspector T. R. Brett of the Sanitary Board, who left for home some months ago, has successfully passed his examination at the Sanitary Institute of Great Britain. He has obtained certificates of the necessary qualifications for the post of senior inspector, and is on his way out. Inspector Fisher is shortly leaving for home to pursue the same course. We understand that the Government does not contribute anything towards defraying their expenses and it would be a great encouragement if the post-holders of the pension money.

HOTEL TAKU.—On the 26th inst. information was given to the police authorities that a Chinese hotel at Queen's Road Central was broken into and clothing, etc., to the value of over \$36 stolen. The police kept a sharp look-out and on the 27th a suspected "gentleman" was met by P.C. 137 who stopped him and asked where he was living. He told him and was escorted by the constable who found a great many pawn tickets on the premises. He was taken to the Central Station and admitted the charge. This morning he was brought before Mr. Kemp, and sentenced to three months' hard labour.

INTERESTING WEDDING AT HONGKONG.

THIS MORNING.

The social event of the week took place this morning when the Rev. J. H. France tied the nuptial knot between Miss Ida H. Holmes and Lieut. G. S. Palmer. The bride, Miss Ida Howarth Holmes, is the youngest daughter of the late Mr. H. J. Holmes, who formerly practised as a solicitor in Hongkong, and son of Mr. H. K. Holmes at present carrying on the practise. The bridegroom, Lieut. George Stewart Palmer, of the 5th Infantry Hyderabad Contingent, is a most popular officer in the corps, testimony to which was borne last evening when, in his honour, a dinner was given at the Queen's Hotel, Kowloon. The officers of the 33rd Bombay Infantry lent the full military band for the occasion and the splendid music rendered was appreciated by a very large gathering.

The wedding ceremony was performed at St. John's Cathedral at ten o'clock this morning, after which reception was held at the Hongkong Hotel. Later in the day Lieut. and Mrs. Palmer left the Colony for the old country, and will travel via Japan and Canada.

DARING ARMED ROBBERY.

AT HUNG HU, NEW TERRITORY.

We learn on good authority that an armed robbery took place on the 27th inst. at Ching Kuang Ha Bay, better known as Junk Bay. It appears that at 7 p.m. on the day in question nine men, armed with revolvers, &c., entered a piece goods shop and threatened to kill the inmates if they raised an alarm, and took away with them \$600 in cash and \$1,600 worth of piece goods. It was after the robbers had gone miles away with their booty that foks were despatched in different directions to inform the nearest Police Station. One man had to walk up and down the hills for five hours to reach Saikong to give the news. Telephone messages were sent to nearly all the stations, but up to the present no arrests have been made by the police. We understand that the master of the shop and his wife had their arms cut while resisting the robbers.

WATER POLO.

Yesterday afternoon the Royal Welch Fusiliers were to have played the Royal Garrison Artillery (62nd) in the Semi-Final of the Hongkong Water Polo Association, but as the R. G. A. did not put in an appearance the tie was awarded to the R. W. F. This afternoon, the V. R. C. "A" Team are to play the Naval Dépôt, and the winner play the R. W. F. in the Final to-morrow.

COTTAM & CO., FOR SUN HATS.

COTTAM & CO., FOR WASHING BOW TIES.

THE CARPENTER'S STRIKE.

WORK TO BE RESUMED.

We believe that the carpenters, who have been out on strike for several days, are to recommence work on Monday, as it is understood that certain pressure, which they did not care to resist, has been brought to bear upon them. They will resume work on the old terms.

OUR IMPUDENT WORKMEN.

ANOTHER INSTANCE.

It is reported that the other day while the employees of Messrs. Fenwick & Company were resting during their midday meal beneath verandahs in Ship Street, a disturbance occurred between them and the Japanese with the result that three of Messrs. Fenwick's men were arrested. The outcome of this was that the whole staff struck work and refused to resume until their comrades were released. The prisoners were bailed out, and the men turned in.

FROM HOSPITAL TO PRISON.

THE WANCHAII BURGLARY.

On the morning of the 16th inst. three Chinamen were found in the premises of the Eastern Manufacturing Company, a German firm at Wan Chai Road. They gained an entry by climbing up the rain-pipe to the first floor verandah. An Indian watcher, n, who was on duty then heard a noise in the house, and to his surprise discovered three Chinamen on the 2nd floor. He raised an alarm and gave chase. Two of the would-be burglars made good their escape, but the third jumped into the street and was found by the police in an unconscious state, and removed to Hospital. He was discharged yesterday, and was brought before Mr. Kemp this morning and sent to prison for three months.

THE NAVY.

H.M. cruiser *Endymion* arrived at Malta on 28th ult. from China, and afterwards sailed for Gibraltar and Portsmouth.

The *Orlando* (12), first-class cruiser, was paid off at Portsmouth on 25th ult. by Commander P. H. Colomb, upon whom the command devolved on the homeward voyage, in consequence of the death from heat apoplexy, just before the ship reached Aden, of Captain J. H. P. Burke.

The transport *Uganda* with the 2nd Rajput aboard left Taku on the 29th inst. and is proceeding, via Shanghai, for Hongkong where she is due to arrive on the 1st September.

H.M.S. *Robin* left this afternoon for Macao and the West River.

U.S.S. *Rainbow* went into the Kowloon Docks last night for repairs.

H.M. ships *Taku* and *Moerien* left the Kowloon Docks yesterday afternoon.

H.M.S. *Rinaldo*.—The repairs have been completed and she came out of the Cosmopolitan Docks yesterday. She was loading last night and will probably proceed to Shanghai to-morrow.

The German gunboat *Tiger* arrived from Canton this morning, and the *Schwarze*, German cruiser, from Foochow.

SWATOW NOTES.

(From Our Correspondent.)

THE BANKRUPTCY.

SWATOW, August 25th.

With regard to the bankruptcy of Shui Dailin, the comprador of Messrs. Lauts and Haesloop, one of the creditors, a Chinese banker, named I Tak Cheong is owed the sum of \$200,000 and those persons who have deposited money with him are becoming somewhat anxious, for even his bank notes which are commonly used by most local banks in Swatow are not now current in the market. It is said that one of the worst phases of the bankruptcy is the fact that just prior to the event Shui Dailin sold kerosine oil for cash at a very low rate—about 10 per cent less per box than usual. Many of the merchants purchased at this low figure, and the bankrupt disposed of the oil at a loss of \$10,000 boxes. When the purchase money had been collected, the comprador issued to purchasers an order for kerosine from the godowns, and the company now refuse to execute them asserting they had no knowledge whatever of the transactions. Consequently a very bitter feeling prevails against the comprador, it having been reported that a few days ago a stranger endeavoured to purchase a six-chamber revolver, and when questioned made use of threatening language, and asserted that he was a kerosine merchant and had been defrauded. A few days since the manager of Messrs. Lauts and Haesloop visited Swatow from Hongkong, and was besieged by the creditors and purchasers of the oil, who desired to know how the company was going to be settled. They stated that Shui Dailin, when borrowing money or selling kerosine, generally used the name of the firm and consequently was trusted by the community. It is reported that the comprador, who is over 70 years of age, is very sick. His two sons are stated to have sought refuge at Shanghai.

INSURRECTION IN NORTH-EAST CHIHLI.

A dispatch from Yungpingfu, Chihli province, reports that on the night of the 9th inst., desperados, and rowdies of the district of Ch'ienanhsien, belonging to that prefecture, being joined by a numerous body of insurgents from Ch'ao-yanghsien, Ch'engtienhsien, and Chihli, suddenly rose up against the authorities and murdered the police magistrate (hsia-chien) of a large market town not far from the city of Ch'ienanhsien. The

magistrate's family and also several of the leading men and their families of the market town were also massacred, and their residences, as well as a number of the principal shops of the place, plundered by the insurgents. The Major commanding the garrison at Ch'ienanhsien, upon being informed of the rising, left the next day at daybreak with about 100 men as a bodyguard to break up the

BAND OF DESPERADOES, not knowing that they had with them insurgents from Ch'ao-yanghsien who had been sent there as a diversion to draw off some of the troops of General Ma Yu-k'un, who were pressing the Ch'ao-yang rebels hard. (General Ma and his troops, it will perhaps be recalled, have been trying to suppress the Ch'ao-yang insurrection ever since March last). As soon as the Ch'ienan-desperados learned that the Major of that city was coming to disperse them they prepared an ambush, with the result that the Major and his whole party were massacred. Great excitement, amounting to a panic, prevails in the two prefectures of Ch'engtien and Yungpingfu in consequence.

BIG FIRE NEAR SINGAPORE.

1,000 CHINESE SHOPS DESTROYED.

ESTIMATED \$1,000,000 DAMAGES.

The whole of the Chinese Kampong or town of Pontianak was destroyed by fire on Sunday afternoon, the 17th inst., and over a thousand shops were burnt in less than three hours, says the *Straits Times* of the 19th August. The populace were lying about the town in a destitute condition, having lost all they possessed, and almost every available space of ground was utilised on Sunday night as a sleeping place.

The *Ban Foo Soon* and *Sambas* which vessels arrived at Singapore from the scene of the conflagration this morning, assisted the local fire brigade in pouring water on the flames.

The loss is estimated at about \$1,000,000.

Among the heaviest losers are Ban Seng, Ly Ah Sin, and Sim Kim Tjoem.

When the *Ban Foo Soon* left the scene yesterday the

TOWN WAS

TELEGRAMS.

(Reuters.)

The Situation at the Cape.

LONDON, August 27th.
The English newspapers, Liberal and Conservative alike, are much divided on the question of the situation at the Cape. Some accuse the progressives of fomenting racial animosities by their anxiety to pass the Treason Bill; others, similarly charge the Afrikander Bond in connection with the proposed colonial commission for the investigation of the working of martial law, and others blame both impartially. The first alarm however is subsiding.

LATER.

The King's Movements.

His Majesty the King landed to-day at Brodick, Isle of Arran, West Coast of Scotland. It is stated that he is now thoroughly restored to health.

Mount Pelee Again in Eruption.

Mount Pelee, Martinique Island, is again in violent eruption.

Italy and Germany.

H. M. the King of Italy has arrived at Potsdam where he was cordially received by the Emperor William.

The Monroe Doctrine.

President Roosevelt, speaking at Augusta (Maine), vigorously re-affirmed the Monroe doctrine, and declared the preparedness of the United States to enforce it. America, he said, would no longer be a colonizing ground for any European power.

American Lawn Tennis.

Larney (holder) beat R. F. Doherty (challenger) in the competition for the Lawn Tennis Championship of America, at New York to-day.

(Shanghai Mercury.)

Russia in Manchuria.

RUSSIA PREVENTING EVACUATION.

LONDON, August 23rd.
The Odessa correspondent of the London Standard says that Russia's fulfilment or repudiation of the agreement to evacuate Manchuria is dependent on the settlement of the question of the retention or retrocession of the right bank of the Amur, occupied at the beginning of the troubles of 1900. If this be included in the territory to be retroceded, it is considered that Russia's position will prove perilous, so far as it is believed in official circles in St. Petersburg that Russia will formally annex the whole right bank of that river right back to the Chingan Mountains.

(Kobe Herald)

The Great Coronation Review.

BRILLIANT SCENE AT SPITHEAD.

LONDON, August 16th.
The vessels in the great naval review consisted of twenty battleships, twenty-four cruisers, fifteen gunboats, thirty-two destroyers and ten training ships; forming six lines, each four miles long. The who's fleet belonged to British home squadrons and there were no less than six British admirals flying their flags. Four foreign warships were present—two Japanese, one Italian, and one Portuguese.

The Asama Kun was pronounced to be the finest type of armoured cruiser present, and the Asashio was conspicuous at the extremity of the destroyer line close to Southsea. The review was a magnificent spectacle and brilliant success. Spithead roadstead was overflowing and the famous influx of visitors exceeded a quarter of a million. Bright sunshine and a fresh breeze added considerably to the enjoyment of the day. The crowds of excursion steamers were compelled to use smokeless coal. Every available craft was employed. The Captain Saxon brought a Boer general who went aboard the Elder Dempster steamer Nigeria where he met Earl Roberts, Viscount Kitchener and Mr. Chamberlain. The party subsequently proceeded to London. The royal procession consisted of six yachts which slowly traversed all six lines of vessels, each ship cheering as the royal party went by. Later in the day King Edward's yacht anchored close to the Asama Kun and signalled for the flag officers and commanders to come aboard, Admiral Juiu attending with the others. At night, from nine to twelve, over a hundred ships were completely illuminated, the rails and masts being outlined with incandescent lamps. Electric search lights, of all colours, played upon coloured screens and escaping steam with striking beautiful effects. The royal salute was fired at half-past eleven.

Coronation Naval Maneuvres.

LONDON, August 18th.
At the supplementary naval review held at Portsmouth to-day seventy-six warships manoeuvred off the eastern headland of the Isle of Wight in torrents of rain and a gale from the south-west. The gridiron movement was successfully executed and spread over an area of twelve nautical miles. The fleet saluted subsequently in token of farewell and dispersed to their respective stations. King Edward returned to Cowes and acknowledged the cheers from the warships as his yacht passed by.

Entertainment by Mayor of Portsmouth.

The Major of Portsmouth entertained two thousand British, Japanese and Italian officers and seamen, and a sacred concert took place in the afternoon.

Departure of the Japanese Warships.

The Japanese warships Asama Kun and Takao Kan sailed yesterday, homeward

bound. King Edward in signalling farewell expressed his thanks at their having come to England and wished them a pleasant voyage.

The Emperor of China.

REPORTED INTENTION TO LEAVE PEKING.
There is a rumour at St. Petersburg that Kwang-su (the Emperor of China) is removing to Paotungfu in October as he is uneasy in Peking owing to the propinquity of the barracks.

Review of Coronation Contingents.

LONDON, August 13th.
The Indian and Colonial Contingents (sent to attend the Coronation) were reviewed by King Edward to-day. The King addressed the troops with animation and distributed medals.

(Der Ostsiedlische Lloyd.)

Anglo-German Amenities.

BERLIN, August 23rd.
The crew of the German marine training ship *Stern* was entertained at Dover. The German Naval Attaché, Captain Cooper, toasted in a very hearty manner England and her Navy, promising that when Field Marshal Lord Roberts and the Secretary of War, Mr. Brodrick, go to the German manoeuvres "fall, they would be there royally welcomed."

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:—

On the 29th at 11.55a. A typhoon has probably formed in the low pressure trough to the E. of the Balingang Channel. Barometer falling in Luzon and S. China. Wind probably freshening from NE. in the Formosa Channel. Another depression has passed from the mainland into the N. part of the Sea of Japan. Forecast:—moderate N. winds. Formosa observation not yet received.

Telegraphic communication between Observatory and Hongkong is interrupted.

N. Y. K. OFFICERS.

JAPANESE MATE ON A EUROPE LINER.

The *Osaka Asahi* has the following:

"Hitherto the officers of the steamers on the European line of the Nippon Yusen Kaisha, with the exception of third engineers, have been Europeans, no Japanese of a rank higher than third engineer being employed on these steamers. This has aroused discontent among the Japanese officers, but, on account of the opposition to change in certain quarters, with out any effect upon the custom. It is stated that the Japanese officers are in no way inferior to European officers in the matter of ability, but European officers are preferred because of the necessary social intercourse with passengers."

"The Company has now decided to abandon this rule, and as a first step has appointed Mr. Yamawaki Takeo, who was recently chief officer of the *Kagoshima-maru*, to be second officer of the *Bingo-maru*, which left Kobe on the 20th ult. The European officers of the steamers on the European line will be gradually replaced by Japanese."

THE WRECKED "DEEPDALE."

The Calcutta port commissioners have given formal notice that unless the *Deepdale* is raised or removed within a week they will destroy the same. There are signs the vessel is breaking up. The funnels have sunk out of sight and her forecastle disappeared yesterday. New buoys mark the channel and five heavy draughted vessels were safely piloted down past the wreck yesterday.

HOW TO WEATHER
A CYCLONE.

TEXT BOOK DISREGARDED.

Exclusive details of the experiences of the Indian Marine steamer *Elphinstone* in the cyclone in May, in which the *Camorta* and *Hermad* foundered, were published on the 5th August in the *Bombay Gazette*, having been delayed owing to the service regulations. The story is thrilling and recalls the exploits by which the cruiser *Collinge* was saved in a hurricane off Apia, Samoa, in 1889. The exploit of the *Elphinstone*'s commander is, however, greater because his vessel was only 950 tons. The *Elphinstone*, commanded by Lieut. Commander Rowell, was on a voyage from Rangoon to Port Blair when she ran into the storm. Knowing his vessel would have no chance if he put about in obedience to the laws of storms, the Commander determined to run southward for sea room. *Camorta* and *Hermad* apparently followed the lines laid down in the laws for storms, running northwards, and founded in shallow water with the loss of every soul on board. But for the gallantry of the commander and officers the *Elphinstone* would have met with the same fate. The ship was badly damaged and an official inquiry was held regarding the damage. The board found the Commander acted with great discretion and highly commended his conduct to the notice of Government.

NO SHORTAGE OF COAL

ON THE CHINA STATION.

In the House of Commons on the 31st ult., Mr. Cartile asked the Secretary to the Admiralty whether he had any official report to show that, owing to the coal premium in China, the cruiser *Terrible* had only put in 18 days' sea time during 18 months on the station, and the squadron was unable last year to carry out its usual sea exercises; and, if so, would he say what steps, if any, had been taken to remedy such a state of affairs.

Mr. Arnold-Forster: No report to the effect suggested has been received. The squadron did not carry out the annual cruise in company last year for various reasons, but lack of coal was not one of them. There is no shortage of coal on the station.

ASK FOR ASAHI JAPANESE BEER.—
G. Girault.

GROUNDS OF THE "TERRIBLE"

[The death is announced of First-Class Petty Officer Grounds, of H.M.S. *Terrible*, the best shot with a heavy gun in the British Navy. Grounds' wages were 3s. per day, and for the unparalleled achievement of making 8 shots in one minute, in 1901, with the 6 in. gun, and 7 hits out of 8 rounds in one minute, under most unfavourable weather conditions in 1902, he received in all the magnificent remuneration of 1s. 9d. and 6s. 3d. in the two years, "his proper share of prize money."]

The statesman at the council, and the gunner at the breach.

The hand upon the parchment, and the eye along the sight;

The cry on the waters—Have ye weighed the worth thereof?

Have ye shown a mandate stronger than ability to write?

He was the best with a heavy gun is the whole

of the British fleet.

And the run of his pay?—Three shillings a day, with biscuit and salted meat.

He was the man who could pitch his shell in a mark that was never still.

Eight times true while a minute or less, and Parliament whistled the bill;

He was a man who could wrote again in the race of a swirling tide,

Who could rhyme his shots with the chattering

knots of a ship with a dripping sail,

Who could get to his mark from a mile away,

Content to hear, for a Hisley, "I am a man more master'd,"

He was the best with a heavy gun is the whole

of the British fleet.

It is expected that the *Suffolk*, which has been under construction for about fifteen months, will be ready for launching in February next. By that time she will have been about one year and eleven months on the stocks—she was laid down on March 25th, 1901. It has been conjectured that this is not an excessive time for an armoured cruiser. But the armour of the *Suffolk* certainly does not err on the side of excess, and, such as it is, the ship will hardly carry much of it when she is launched. Of course, there are launches and launches, and a good deal depends upon the amount of work that has been put into the *Suffolk* when she takes the water. It is notorious, however, that owing doubtless to causes over which the officials of Portsmouth Yard have no control, the ship has been practically neglected for some time past. The Court of Enquiry have taken a wise step. Their request to the Lord Lieutenant of the County of Suffolk to nominate a lady who is to be requested to name the ship when she is launched is a concession to sentiment and to the idea of the territorial association of war ships which might well have been made before, and which, once granted, will, it is hoped, be satisfactory.

The Court is of opinion that, as the *Prins Alexander*'s light when fired right was only

1/2 of a point on the starboard bow of the *Ran Hin Guan*, it would be better to make up on the part of the mate of the latter to set her given to have given the other a wider berth.

The Court consider that a fair watch

from midnight till 6 a.m. is the most

watch is too long.

The Court submit that in shipping cases

it is desirable that a preliminary enquiry

should be held and that some one should be

appointed by the Government to conduct the

investigation before the Court and see that no

available evidence is brought forward.

The Court also desire to call the atten-

tion of the Government to the want of

cooperation in the Marine Police Com-

munity suitable for an inquiry of this kind.

THE TRANSPORT SCANDAL.

General Hunter, Commandant-in-Chief, states in the result of an enquiry he is of

opinion that the accommodation on the *Prins Alexander* was adequate in ordinary circum-

stances. Bad weather and the outbreak of

measles caused suffering. The food and

discipline were generally satisfactory. The

Federal Ministry has decided that a Royal

Commission is necessary about the over-

crowding. Hitherto fifteen have died among

the men on the transport *Britannia*.

THE COLLISION IN THE STRAITS
OF MALACCA.

FINDING OF THE MARINE COURT.

The finding of the Court of Enquiry into the *Ban Hin Guan*—*Prins Alexander* collision is in the following terms:—

The *Ban Hin Guan* and the *Prins Alexander* were approaching one another with the green light of the one, opposed to the green

light of the other, and if they had both kept on

their respective courses they would have passed

clear of each other. The collision was caused

by the mate of the *Prins Alexander* having

wrongfully posted his helm, thereby directing

his course across the bows of the *Ban Hin Guan*. There is no evidence to show that

when the risk of a collision became apparent

the mate of the *Ban Hin Guan* by any wrong

act or default contributed to it.

The Court find that after the collision the

crew of the *Ban Hin Guan* rendered such

assistance as was practicable to the survivors

of the other vessel, and took all necessary

steps for the safety of their own vessel and

passengers.

Although the Court has arrived at the deci-

sion above recorded it is of opinion that the

master and the mate of the *Ban Hin Guan*

have not been altogether frank in their evi-

dence, and that generally the evidence on the

side of the *Ban Hin Guan* is by no means

satisfactory.

The Court is of opinion that, as the *Prins*

Alexander's light when fired right

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"	" MACHAON "	18th " "
"	" KAISOW "	18th " "
"	" ACHILLES "	25th " "
"	" MENELAUS "	1st October, " "
"	" HYSON "	2nd " "
"	" AGAMEMNON "	9th " "

***OMEWARDS.**

FOR LONDON	STEAMERS	DUE
" ANTEOR "	"	3rd Sept., 1902.
" DARDANUS "	"	16th " "
" DIOME "	"	30th " "
" JASON "	"	14th Oct. " "
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" PYRRHUS "	"	20th Sept., 1902. (London Rates).

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TIENTSIN	CHING-TU	4th Sept.
THURSDAY ISLAND, COOTOWN, CAIRNS, TOWNSVILLE, BRIS-	KWI-YANG	5th Sept.
BANE, SYDNEY and MELBOURNE	CHANGSHA	13th Sept., at Noon

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried taking Cargo on through Bill of Lading to all Vaigao and Northern China Ports.

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FOR ANPING	" MAIDZURU MARU "	T. Saite	WEDNESDAY, 3rd September
FOR TAMSUI	" DAIGI MARU "	T. Khan	SUNDAY, 7th September.
FOR FOOCHOW	" PANPING MARU "	J. Goto	WEDNESDAY, 10th September.

* Vid SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

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For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 2, Des Vaux Road Central.

Hongkong, 28th August, 1902.

FOR NAGASAKI AND VLADIVOSTOCK. THE Steamship

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Captain Rebbelmund, will be despatched for the above Ports on WEDNESDAY, the 3rd Sept., at 5 P.M.

This Steamer has Superior Accommodation for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 28th August, 1902. [good]

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(With Liberty to call at PHILIPPINE PORTS).

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"HEATHBURN" About 6th Sept.

"AFRIDI" 20th Sept.

"HILLGLEN" 27th Sept.

"RICHMOND CASTLE" 11th Oct.

"LOTHIAN" To follow.

"LOWTHER CASTLE" For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 23rd August, 1902. [330d]

CHINA NAVIGATION CO., LTD.

HONGKONG TO SYDNEY

AND MELBOURNE.

VIA

USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE

TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"CHANGSHA" * leaves on 13th Sept.

"CHINGTU" 29th Sept.

"TAIWAN" 29th Oct.

"TSINAN" 15th Nov.

* At Noon.

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage. Fully qualified European Surgeons carried.

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THE Company's well-known Steamship

"ROSETTA MARU,"

1876 Tons,

Captain Tate, will be despatched hence for

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at Noon.

Magnificent accommodation. Comfortable

cabins. Excellent table. Unrivalled speed.

Electric light. Doctor and Stewardess carried

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THE MITSUI BUSSAN KAISHA

Agents.

Princes' Buildings,

Ice House Street.

Hongkong, 29th August, 1902.

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY AND LOO HOU

THE Company's Steamship

"HAITAN,"

Captain Tate, will be despatched for the

above Port, TO MORROW, the 29th instant,

4 P.M.

Flight or Passage apply to

DOUGLAS LAPRAIK & CO.

General Managers

Hongkong, 29th August, 1902.

THE CHINA STEAM NAVIGATION COMPANY, LIMITED

FOR MANILA

THE Company's Steamship

"LOONG-SANG,"

Captain G. S. Weigall, will be despatched as

above on THURSDAY, the 1st September,

4.30 P.M.

This Steamer has Superior Accommodation

for First-class Passengers, and is fitted throughout

with Electric Light.

Flight or Passage apply to

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THE GLEN LINE OF STEAMERS

FOR NEW YORK VIA SUZ CANAL

THE Steamship

"GIENROY,"

Captain Selby will be despatched on about

SATURDAY, the 1st September.

Flight, apply to

MCGREGOR BROS & CO.

Agents

Hongkong, 29th August, 1902.

SHEWAN, TOMES & CO'S

NEW YORK LINE

FOR NEW YORK VIA SUZ CANAL

THE Steamship

"AFTON,"

will be despatched as above on or about the

29th September, 1902.

For Freight, apply to

SHEWAN, TOMES & CO.

Agents

Hongkong, 22nd August, 1902.

GOVERNMENT GENERAL OF

Post Office.

A Mail will close.—
For Canton—Per *Hankow*, to-morrow, the 30th instant, at 7:30 A.M.
For Wei-hai-wei, Chefoo and Tientsin—Per *Nanchang*, to-morrow, the 30th inst., at 9 A.M.
For Shanghai—Per *Bengal*, to-morrow, the 30th instant, at 10 A.M.
For Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per *Kasuga Maru*, to-morrow, the 30th instant, at 10 A.M.
For Manila—Per *Rosetta Maru*, to-morrow, the 30th instant, at 10 A.M.
For Singapore, and Penang—Per *Marie Jeannette*, to-morrow, the 30th instant, at 10 A.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Nippon Maru*, to-morrow, the 30th inst., at 10:45 A.M.
For Europe, &c., India, via Tucicorin—Per *Chusan*, to-morrow, the 30th inst., at 11 A.M.
For Macao—Per *Hungshan*, to-morrow, the 30th instant, at 1:15 P.M.
For Singapore—Per *China*, to-morrow, the 30th instant, at 2 P.M.
For Kunchuck and Samsui—Per *Tung-kong*, to-morrow, the 30th instant, at 4 P.M.
For Durban, East London, Port Elizabeth and Cape Town—Per *Crown of Aragon*, to-morrow, the 30th instant, at 4 P.M.
For Swatow, Amoy and Tamsui—Per *Daijin Maru*, on Sunday, the 31st instant, at 9 A.M.
For Canton—Per *Powon*, on Sunday, the 31st instant, at 9 A.M.
For Moji—Per *Ness*, on Sunday, the 31st instant, at 9 A.M.
For Canton—Per *Honam*, on Monday, the 1st Sept., at 7:30 A.M.
For Macao—Per *Hungshan*, on Monday, the 1st Sept., at 1:15 P.M.
For Chusan on Tuesday, the 2nd September, at 11 A.M.
For Manila—Per *Longjiang*, on Tuesday, the 2nd Sept., at 3:30 P.M.
For Nagasaki and Vladivostock—Per *Savota*, on Wednesday, the 3rd September, at 4 P.M.
For Kobe and Yokohama—Per *Chingtu*, on Thursday, the 4th Sept., at 10 A.M.
For Europe, &c., India, via Tucicorin—Per *King Albert*, on Thursday, the 4th Sept., at 11 A.M.
For Singapore—Per *Banca*, on Friday, the 5th Sept., at 11 A.M.
For Europe, &c., India, via Tucicorin—Per *Tonkin*, on Monday, the 8th Sept., at 11 A.M.
For Tientsin—Per *Kueiyang*, on Monday, the 8th Sept., at 4 P.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of Japan*, on Wednesday, the 24th September, at 11 A.M.

VESSELS IN PORT.

Steamers.

ANNA, Austrian steamer, 1,317, *Shuperich*, 27th Aug.—Moj 20th Aug., Coal.—*Mitsui Bussan Kaisha*.
ARNOLD LUVKEN, German steamer, 1,074, G. Payen, 14th Aug.—*Saigon* 16th Aug., Rice.—*Chinese*.
ARATROON APCAR, British steamer, 2,030, A. Stewart, 26th Aug.—*Calcutta* via Penang and Singapore 22nd August, General—*David Sassoon & Co.*
BENALARIC, British steamer, 1,452, R. Krobbé, 20th Aug.—Moj 13th Aug., Coal.—*Gibb, Livingston & Co.*
BRAEMAR, British steamer, 2,316, Wm. Wait, 12th July—*Shanghai* 8th July, General—*Dodwell & Co.*
BUAN VIAJE, American steamer, 273, M. Rocco, 8th July—Manila 4th July, *Ballast*.—J. M. B. S.A.
CHANGSHA, British steamer, 1,463, T. Moore, 16th August—Australia 19th July, General—*Butterfield & Swire*.
CHINA, German steamer, 1,130, E. Krubbe, 28th Aug.—*Sourabaya* 19th Aug., Sugar.—*Tuck Cheng*.
CROWN OF ARRAGON, British steamer, 1,474, G. Dorward, 18th Aug.—*Foochow* 16th Aug., Tea—*Gilmans & Co.*
DAVIN MARU, Japanese steamer, 866, T. Ogata, 27th Aug.—*Tamsui* 24th August, General—*Mitsui Bussan Kaisha*.
DERAMORE, Norwegian steamer, 1,496, Borge, 26th Aug.—Moj 18th August, Coal.—*Bradley & Co.*
ELSE, German steamer, 903, A. Rieke, 27th Aug.—*Saigon* 22nd Aug., Kite.—*Jebsen & Co.*
HAITAN, British steamer, 1,183, J. S. Roach, 27th Aug.—*Foochow* 24th Aug., Amoy 25th and Swatow 26th, *Ten and General*.—*Douglas, Laprade & Co.*
HALIOTIS, Dutch steamer, 1,080, Van Rijn, 27th Aug.—*Palembang* 16th Aug., Petroleum.—*Arnold, Karberg & Co.*
INDRASAMHA, British steamer, 3,366, R. Craven, 26th Aug.—*Portland*, Or. via Kobe and Moji 28th July, General—*Allan Cameron*.
KAFONG, British steamer, 1,021, G. H. Pennifather, 26th Aug.—*Cebu* 22nd August, General—*Butterfield & Swire*.
KASUGA MARU, Japanese steamer, 2,368, H. Fraser, 27th Aug.—Yokohama 15th Aug., General—*Nippon Yusen Kaisha*.
LISA, Swedish steamer, 983, H. Hornsdahl, 20th Aug.—Moj 13th Aug., Coal.—*Order*.
LOONGSHI MARU, Japanese steamer, 1,093, G. S. Weigall, 25th Aug.—*Manila* 22nd Aug., General—*Jardine, Matheson & Co.*
MERCEDE, British steamer, 2,500, Carter 22nd Aug.—*Wellington* 27th July, Coal.—*E. A. Trading Co.*
RAINBOW, American transport, 5,400, Staunton, 25th Aug.—*Manila* 21st August.
RAJABURI, German steamer, 1,903, G. Wendig, 26th Aug.—*Bangkok* and *Swatow* 25th Aug., Rice.—*Butterfield & Swire*.
ROSETTA MARU, Japanese steamer, 2,102, N. Tate, 26th Aug.—*Manila* 24th Aug., General—*Mitsui Bussan Kaisha*.
RUM, British steamer, 1,071, R. W. Almond, 19th Aug.—*Manila* 16th August, General—*Shewan, Tomes & Co.*
SABINE RICKMERS, British steamer, 600, J. R. Nasbet, R.N.R., 16th July—*Canton* 15th July, General—*Arnold, Karberg & Co.*

SHIPS PASSED THE CANAL.

Outward—1st August—*Trieste*, 5th August—*Bornid*, 8th August—*Glenelg, Oceanien*, 1st August—*Flintshire, Hudson, Prince Regent Luithold, Silesia*, 15th August—*Inaba Maru, Nestor, Sambia*, 16th August—*Sequoia*, 22nd August—*Kaisow, Machao, Chongsang, Ophack, Socotra, Kennebec*, 26th August—*Preussen*, 27th August—*Stentor*, 8th August—*Bomby*, 15th August—*Shimasho*, 19th August—*Sachsen*, 22nd August—*Annan*, 26th August—*Maacea, Kawachi Maru, Serbon*.
Arrivals at Homo—1st August—*Sydney, Hamburg, Setaria, Java*, 5th August—*Kanagawa Maru*, 8th August—*Moruya, Deudorix, Heinrich, Madam*, 15th August—*Formosa*, 19th August—*Ernest Simon, Sado Maru, Strassburg*, 22nd August—*Tenbar, Polypheus*, 26th August—*Mertonshire, Glouc.*, 28th August—*Shanghai*.

EXCHANGE.

Hongkong, 29th August,
ON LONDON, Telegraphic Transfer... \$18 13/16
Bank Bills, on demand 18/8
Dowdell & Co., Ltd.
SIAM, British steamer, 902, Biens, 25th Aug.—*Singapore*, 18th August, Kerosine.—G. McBain.
SKRAMSTAD, Norwegian steamer, 759, O. Hansen, 23rd Aug.—*Cheloo* 16th Aug., Beans and General—*Siemssen & Co.*
TAICHOW, German steamer, 880, C. Schnur, 24th Aug.—*Bangkok* 18th Aug., Rice and Wood.—*Butterfield & Swire*.
THEODOR WILLE, German steamer, 3,366, H. Mayerhoff, 16th Aug.—*Samaran* 6th August, Sugar.—*Sander, Wieler & Co.*
TRIUMPH, German steamer, 769, A. Hensen, 27th Aug.—*Holbow* 26th Aug., General.—*Jebsen & Co.*
YEDO MARU, Japanese steamer, 1,069, T. Samura, 24th Aug.—*Kobe* 18th August, General.—*Tsun Yam Chun*.
ZVIR, Austrian steamer, 2,103, G. Randic, 10th Aug.—*Moj 3rd Aug.* Coal.—*Order*.

Sailing Vessels.

ADOLPH OBERIG, American barque, 1,461, S. Amesbury, 30th May—*New York* 16th Jan., Petroleum.—*Meyer & Co.*
ALLAS, American ship, 1,351, McKay, 14th July—*New York* 23rd Mar., Kerosine Standard Oil Co.
COULERT, British barque, 485, Wm. Roberts, 27th Aug.—*Rajah* 13th Aug., Hardwood—*Sander, Wieler & Co.*
GROSVENOR, British ship, 516, Boga, 14th June—*Mauritius* 16th January, Sugar.—*Abdoole & Co.*
KELAT, British ship, 1,822, John Huges, 23rd July—*New York* 3rd April, Kerosine Standard Oil Co.,
LUZON, American barque, 1,339, Park, 19th August—*Newcastle* 17th June, Coal.—Master.
VALE OF DOON, British barque, 669, Peter sen, 1st July—*Sander, Wieler & Co.*
WILLSCOTT, American barque, 1,805, C. H. Maclean, 8th Aug.—*New York* 22nd April Petroleum—Standard Oil Co.

PASSENGERS BOOKED FOR THE FAR EAST.

Per Messageries Maritimes steamer *Armand Riche*, connecting with the steamer *Oceanien*, at Colombo, from Marseilles, Aug. 10.—To Shanghai; Mr. Relifoux. To Hongkong; Mr. Leopold, Mrs. and Miss. Leopold. To Batavia; Mr. Wurlich. To Singapore; Mrs. E. Welser. Per P. and O. steamer *Chingtu*, connecting with the steamer *Parawana*, at Colombo, from London, July 21.—To Yekohama; Mr. and Mrs. Dimidale, Mr. H. Woolman, Mr. A. Hills, Mr. S. Sanders, Mr. A. Rusiad, To Shanghai; Mr. C. Harper, Mr. C. S. Armstrong, Mr. C. S. Atkinson, Mr. Tate, Mr. G. R. Reid, Mr. G. Hutton, To Hongkong; Comdr. St. John Barker, Capt. I. Bay, Lieut. C. Townsend, Lieut. A. H. B. Malind-Adams, Lieut. H. J. Jones, Lieut. D. Young, Lieut. A. Barnby, To Singapore; Staff Sergeant and Mrs. J. Ford and a child, Quartermaster-Sergeant Quico, Mr. C. L. Carter, Mr. J. Black, Mr. J. Adam, Sergt. S. B. King, Colour-Sgt. S. W. Hill, Gunner Marshall, Mrs. Hill, From Marseilles, Aug. 1—To Gunvor Marshall, Mrs. Hill. From Marseilles, Aug. 1—To Shanghai; Mr. Holland, To Singapore; Mr. C. M. von Cuylenborg, Mr. H. Wadman.

Per P. and O. steamer *Reene*, connecting with the steamer *Palais*, at Colombo, from London, Aug. 10.—To Yekohama; Mr. and Mrs. Dimidale, Mr. A. Rusiad, To Shanghai; Mr. C. Harper, Mr. C. S. Armstrong, Mr. C. S. Atkinson, Mr. Tate, Mr. G. R. Reid, Mr. G. Hutton, To Hongkong; Comdr. St. John Barker, Capt. I. Bay, Lieut. C. Townsend, Lieut. A. H. B. Malind-Adams, Lieut. H. J. Jones, Lieut. D. Young, Lieut. A. Barnby, To Singapore; Staff Sergeant and Mrs. J. Ford and a child, Quartermaster-Sergeant Quico, Mr. C. L. Carter, Mr. J. Black, Mr. J. Adam, Sergt. S. B. King, Colour-Sgt. S. W. Hill, Gunner Marshall, Mrs. Hill. From Marseilles, Aug. 1—To Gunvor Marshall, Mrs. Hill. From Marseilles, Aug. 1—To Shanghai; Mr. Holland, To Singapore; Mr. C. M. von Cuylenborg, Mr. H. Wadman.

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July 16th.

R. G. HECKFORD,
MANAGER